



Hard Aground! Now What!

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When I teach seamanship courses to private boaters on the south shore, I note that, if you boat in our local waters and have never run aground, you're lying. Even USCG regulars have been known to "touch bottom" at times in these waters... So, the issue is not if you run aground, but what you do afterwards.

What Do You Do First?

There are a couple of things to do right away. First, determine if the grounding has caused a leak. Even sand, if you hit it hard enough, will stove in a hull (or a through-hull fitting or a drive shaft fitting through a stuffing box.) While the water obviously isn't very deep right where you are, if your hull starts to fill with water, she may slide into deeper water and now problems will start to escalate. At roughly the same time, get everyone into life jackets. You're the skipper and are responsible for the safety of everyone on that vessel. Secondly, check your tide charts and determine if time is an ally or an enemy, i.e., is the tide rising (the rising tide lifts all boats said John Kennedy) or falling. If it is falling, time is now working against you. (see SSP, "Time Waits for No (Wo)Man", 8/17/11; also check the tide tables provided by SSP.)

Now What?

So, at this point, you know if the boat has sprung a leak (if so, get right on VHF-16 and hail the USCG; get the "rescue starts now" clock ticking asap); you have everyone in life jackets and



you know if you will be helped by time or not. This should have taken you less than one minute. If the hull isn't leaking, try backing away the way you came in. Increase throttle moderately and keep turning the wheel back and forth, port to starboard and back again. Why? Well, to some degree, it is like rocking a car in the snow. Sand and boats can get into a very powerful embrace caused by suction of the wet sand and a smooth surface of a boat's hull. But, secondly and perhaps more importantly, you are sending sand from the stern directly forward - increasing the "hump" that you have to float over. By turning the wheel, you'll break the suction and spread the sand around. Be conscious of what is behind you because, if you suddenly break free, you don't want to go flying into a busy seaway. Assuming this is working, it is quite possible that you will find yourself making more progress when the wheel is to one side or the other. Once you see the stern making

more way down one exit path than the other, make that your new centering path. In short, don't waste time and fuel trying to back down a path that isn't getting you anywhere - but don't fail to sway the helm back and forth down your new exit path or you may fill it with sand and ruin your escape... Most times, this will get you out.

I'm Free - Or Am I?

If it does, unless you got out pretty quickly and easily, I would head for the marina and get a hose on that engine and start to wash out the sand. I'd also have somebody look at the running gear. A small nick in a prop can do a lot of damage to an engine's "innards" because the running gear is no longer balanced. At a minimum, get the boat somewhere where you can get a water hose on the engine and flush it - with the engine OFF. If there is sand in there, don't grind it out of your engine. Wash it out.

What if you are at this for 4-5 minutes and nothing is happening? Well, if

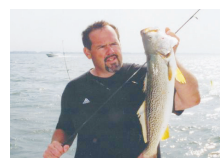
the tide is against you, and you have towing insurance, call for help. Any more time wasted and you might be spending the night. The commercial towers are well equipped and largely well-trained. (You DON'T have towing insurance..? Think again, bunky... It is the cheapest insurance that you will use.) Get familiar with the differences between "salvage" and a simple tow, especially if you don't have contracted commercial insurance. Maritime law is complex...

But what if the tide is with you? Well, you can still call for help but you also have an opportunity to engage in some seamanship that might hold you in good stead sometime in the future when you have more difficult circumstances in hand. How about putting an anchor out towards the deeper water and "kedging", i.e., pulling yourself along it from the bow? You are introducing a new angle of pressure and that might pull you free or at least loosen the bottom-suction. At a minimum, as the tide rises, it will keep you from being blown higher on to the beach by the wind. If your boat is big enough to have a tender(dinghy), get it to work pushing the boat. Think like what you are. A sea captain.

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, who are in charge of new members matters, at DSO-HR and we will help you "get in this thing..."

Tides for Moriches Inlet starting with August 29, 2012

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 29	High	5:40 AM	3.2	6:16 AM	Set	91
29	Low	11:41 AM	0.1	7:27 PM	Rise	
29	High	6:02 PM	3.6			
Thur. 30	Low	12:16 AM	-0.1	6:17 AM	Set	96
30	High	6:31 AM	3.3	7:26 PM	Rise	
30	Low	12:32 PM	0.0			
30	High	6:49 PM	3.7			
Fri. 31	Low	1:01 AM	-0.2	6:18 AM	Set	99
31	High	7:16 AM	3.4	7:24 PM	Rise	
31	Low	1:21 PM	-0.1			
31	High	7:33 PM	3.6			
Sat. 1	Low	1:44 AM	-0.2	6:19 AM	Set	99
1	High	7:59 AM	3.5	7:23 PM	Rise	
1	Low	2:06 PM	0.0			
1	High	8:16 PM	3.5			
Sun. 2	Low	2:24 AM	-0.1	6:19 AM	Set	98
2	High	8:41 AM	3.4	7:21 PM	Rise	
2	Low	2:49 PM	0.1			
2	High	8:58 PM	3.3			
Mon. 3	Low	3:01 AM	0.0	6:20 AM	Set	94
3	High	9:22 AM	3.3	7:19 PM	Rise	
3	Low	3:30 PM	0.2			
3	High	9:41 PM	3.2			
Tues. 4	Low	3:37 AM	0.1	6:21 AM	Set	89
4	High	10:04 AM	3.2	7:18 PM	Rise	
4	Low	4:10 PM	0.4			
4	High	10:26 PM	2.9			
Wed. 5	Low	4:11 AM	0.3	6:22 AM	Set	82
5	High	10:46 AM	3.1	7:16 PM	Rise	
5	Low	4:51 PM	0.5			
5	High	11:13 PM	2.7			
Thur. 6	Low	4:47 AM	0.5	6:23 AM	Set	74
6	High	11:30 AM	3.0	7:14 PM	Rise	
6	Low	5:37 PM	0.7			
Fri. 7	High	12:02 AM	2.6	6:24 AM	Set	65
7	Low	5:27 AM	0.7	7:13 PM	Rise	
7	High	12:16 PM	2.9			
7	Low	6:33 PM	0.8			
Sat. 8	High	12:51 AM	2.5	6:25 AM	Set	56
8	Low	6:19 AM	0.8	7:11 PM	Rise	
8	High	1:03 PM	2.9			
8	Low	7:39 PM	0.8			



by TONY SALERNO

FISHING WITH TONY

SUMMER FISHING ON WINTER GROUNDS

With the exception of perhaps this past winter, it seems as the winter codfish fishery along the eastern end of Long Island has been on a mend. In fact, for the past five years, the cod fishing has been so good during February and March, that not only have thousands of anglers from all walks of life flocked to Montauk to cash in on their share of the bounty, but captains and crews from several open boats from around the island and as far as south New Jersey have also docked their vessel in Montauk Harbor in order to stay ahead of times in our latest economy by taking fares to the productive codfish grounds.



Sadly however, the fertile productive waters that had seen codfish flying over the rails of the many boats that pursued the quarry on a daily basis since 2007 never materialized in 2012. Sure, there were some good days in the fray, but quite frankly, in general, the fishing left much to be desired.

With this in mind, I get a call from my good friend Eddie Geyer saying he and a few of the boys are planning a cod fishing trip for this past Wednesday and I was invited to come along. "Sure Eddie I'll go. Where they fishing?" I asked. "Not sure, think where they left off in March" Eddie replied.

So, at 4 A.M. this past Wednesday, our group of eight anglers hopped aboard the charter boat the Elizabeth II out of Montauk Marina inside Montauk Harbor where Captain Paul Bruno and first mate and Captain Huey greeted us for a day of cod fishing fun. Captain Paul said it would be close to a 3-hour ride, as we would be fishing the same grounds as they did during the winter. Paul was confident that the cod would be there, but the only thing he feared was the grounds would be crawling with spiny dogfish.

As the roar of the diesel idled to a kitten, it was only a matter of a few minutes before Captain Paul ordered lines down and the first of many beautiful codfish from 5 to 18-pounds hit the deck. By days end, 56 cod went into the box with yours truly contributing nine of the fifty-six. As for the dogfish, they weren't much of a problem, but the most exciting of it all was cod fishing in shorts. So, hopefully, the winter of 2013 will be what it was in 2007 and beyond. But for now, I'll take T-shirt cod any day.